

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
CONSTRUCTION PLANS FOR STATE HIGHWAY

HWY. 180 - LEROY POND DR. (HWY. 112)
(FAYETTEVILLE) (S)
WASHINGTON COUNTY
ROUTE 112 SECTION 0
F.A.P. NO. STP-STPU-9142(31)
JOB 040581

NOT TO SCALE

R30W

T16N

STA. 121+75.00
END JOB 040581
(RAZORBACK ROAD)

STA. 103+01.10
BEGIN JOB 040581
(RAZORBACK ROAD)
LOG MILE = 1.474

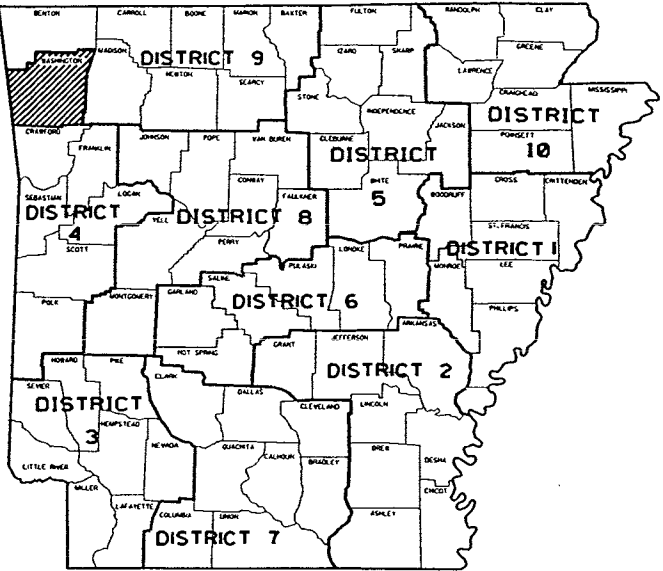
PROJECT COORDINATES:

	BEGIN	MID-POINT	END
LAT.	N36° 03' 24"	N36° 03' 33"	N36° 03' 43"
LON.	W94° 10' 50"	W94° 10' 49"	W94° 10' 49"

GROSS LENGTH OF PROJECT 1873.90 FEET OR 0.355 MILES
NET LENGTH OF ROADWAY 1873.90 FEET OR 0.355 MILES
NET LENGTH OF BRIDGES 0.00 FEET OR 0.000 MILES
NET LENGTH OF PROJECT 1873.90 FEET OR 0.355 MILES

P.E. JOB 040418

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
						JOB NO. 040581	1	106
						2 HWY. 180 - LEROY POND DR. (HWY. 112) (FAYETTEVILLE) (S)		



ARKANSAS HWY. DIST. 4

• DESIGN TRAFFIC DATA •

DESIGN YEAR ----- 2014
2014 ADT ----- 18,000
2034 ADT ----- 25,500
2034 DHV ----- 2805
DIRECTIONAL DISTRIBUTION ----- 60%
TRUCKS ----- 3%
DESIGN SPEED ----- 40 MPH



APPROVED



Ralph J. Hall
DEPUTY DIRECTOR
AND CHIEF ENGINEER

040581

SUMMARY OF QUANTITIES			
ITEM NUMBER	ITEM	QUANTITY	UNIT
201	CLEARING	10	STATION
201	GRUBBING	10	STATION
202	REMOVAL AND DISPOSAL OF CURB	839	LIN. FT.
202	REMOVAL AND DISPOSAL OF CURB AND GUTTER	1784	LIN. FT.
202	REMOVAL AND DISPOSAL OF WALKS	992	SQ. YD.
202	REMOVAL AND DISPOSAL OF SIGN FOUNDATIONS	2	EACH
202	REMOVAL AND DISPOSAL OF JUNCTION BOXES	1	EACH
202	REMOVAL AND DISPOSAL OF DROP INLETS	10	EACH
202	REMOVAL AND DISPOSAL OF PIPE CULVERTS	18	EACH
202	REMOVAL AND DISPOSAL OF BOX CULVERTS	1	EACH
202	REMOVAL AND DISPOSAL OF CONCRETE DITCH PAVING	4	SQ. YD.
202	REMOVAL AND DISPOSAL OF LUMINAIRE POLE AND FOUNDATION	4	EACH
202	REMOVAL AND DISPOSAL OF SIGNS	2	EACH
202	REMOVAL AND DISPOSAL OF HANDRAIL	20	LIN. FT.
202	REMOVAL AND DISPOSAL OF BOLLARDS	5	EACH
202	REMOVAL AND DISPOSAL OF PARKING METERS	5	EACH
206	FLOWABLE SELECT MATERIAL	228	CU. YD.
210	UNCLASSIFIED EXCAVATION	2071	CU. YD.
210	COMPACTED EMBANKMENT	5246	CU. YD.
SS & 303	AGGREGATE BASE COURSE (CLASS 7)	82	TON
309	PORTLAND CEMENT CONCRETE BASE (5" UNIFORM THICKNESS)	1421	SQ. YD.
401	TACK COAT	1319	GAL.
SP, SS, & 405	MINERAL AGGREGATE IN ACHM BASE COURSE (1 1/2")	1592	TON
SP, SS, & 405	ASPHALT BINDER (PG 64-22) IN ACHM BASE COURSE (1 1/2")	66	TON
SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")	784	TON
SP, SS, & 406	ASPHALT BINDER (PG 64-22) IN ACHM BINDER COURSE (1")	34	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	2522	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")	1	TON
SP, SS, & 407	ASPHALT BINDER (PG 70-22) IN ACHM SURFACE COURSE (1/2")	132	TON
412	COLD MILLING ASPHALT PAVEMENT	1078	SQ. YD.
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	9	TON
SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY	25	TON
505	PORTLAND CEMENT CONCRETE DRIVEWAY	129.77	SQ. YD.
601	MOBILIZATION	1.00	LUMP SUM
SP & 602	FURNISHING FIELD OFFICE	1	EACH
SP, SS, & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
SS & 604	SIGNS	370	SQ. FT.
SS & 604	BARRICADES	32	LIN. FT.
SS & 604	TRAFFIC DRUMS	100	EACH
SS & 604	CONSTRUCTION PAVEMENT MARKINGS	7984	LIN. FT.
SS & 604	CONSTRUCTION PAVEMENT MARKINGS (ARROWS)	1	EACH
604	REMOVAL OF CONSTRUCTION PAVEMENT MARKINGS	563	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS	205	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS (WORDS)	3	EACH
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS (ARROWS)	3	EACH
SS & 604	VERTICAL PANELS	52	EACH
SS & 606	18" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	20	LIN. FT.
SS & 606	18" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1) 2108	LIN. FT.
606	18" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 2) 2108	LIN. FT.
SS & 606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	14	LIN. FT.
SS & 606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1) 7	LIN. FT.
606	24" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 2) 7	LIN. FT.
SS & 606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1) 1027	LIN. FT.
606	30" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 2) 1027	LIN. FT.
SS & 606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)	52	LIN. FT.
SS & 606	36" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1) 296	LIN. FT.
606	36" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 2) 296	LIN. FT.
SS & 606	42" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	(ALTERNATE NO. 1) 364	LIN. FT.
606	42" SMOOTH LINED POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE	(ALTERNATE NO. 2) 364	LIN. FT.
SS & 606	60" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)	204	LIN. FT.
SS & 606	12" SIDE DRAIN	618	LIN. FT.
606	18" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	1	EACH
606	SELECTED PIPE BEDDING	200	CU. YD.
609	DROP INLETS (TYPE C)	10	EACH
609	DROP INLETS (TYPE E)	3	EACH
609	DROP INLETS (TYPE MO)	17	EACH
609	DROP INLETS (TYPE ST)	1	EACH
609	JUNCTION BOXES (TYPE E)	16	EACH
609	DROP INLET EXTENSIONS (4')	8	EACH
609	YARD DRAINS	7	EACH
611	4" PIPE UNDERDRAINS	500	LIN. FT.
615	PAVEMENT REPAIR OVER CULVERTS (CONCRETE)	48.3	CU. YD.
SS & 620	MULCH COVER	3.13	ACRE
SS & 620	WATER	119.0	M.GAL.
621	TEMPORARY SEEDING	3.13	ACRE
621	SILT FENCE	1099	LIN. FT.
621	SAND BAG DITCH CHECKS	220	BAG
621	DROP INLET SILT FENCE	1400	LIN. FT.
621	SEDIMENT BASIN	32	CU. YD.
621	OBLITERATION OF SEDIMENT BASIN	32	CU. YD.
621	SEDIMENT REMOVAL AND DISPOSAL	144	CU. YD.
621	ROCK DITCH CHECKS	30	CU. YD.
624	SOLID SODDING	4369	SQ. YD.
626	EROSION CONTROL MATTING (CLASS 3)	300	SQ. YD.
633	CONCRETE WALKS	2765	SQ. YD.
633	CONCRETE WALKS (TYPE SPECIAL)	845	SQ. YD.
633	HAND RAILING	713	LIN. FT.
634	CONCRETE CURB (TYPE D)	570	LIN. FT.
634	CONCRETE COMBINATION CURB AND GUTTER (TYPE A) (1' 6")	4122	LIN. FT.

* DENOTES ALTERNATE BID ITEMS

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				6	ARK.			
				JOB NO.	040581		22	106

2 SUMMARY OF QUANTITIES AND REVISIONS



SUMMARY OF QUANTITIES (BOX 2 OF 2)

ITEM NUMBER	ITEM	QUANTITY	UNIT
635	ROADWAY CONSTRUCTION CONTROL	1.00	LUMP SUM
641	WHEELCHAIR RAMPS (TYPE 2)	66	SQ. YD.
SP & 701	SYSTEM LOCAL CONTROLLER TS 2-TYPE 2 (8 PHASES)	1	EACH
SP	LOCAL RADIO WITH ANTENNA	1	EACH
SP	ANTENNA CABLE (TYPE 6)	70	LIN. FT.
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	6	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	1	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	4	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	1194	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	59	LIN. FT.
708	TRAFFIC SIGNAL CABLE (12C/14 A.W.G.)	245	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	125	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., EGC)	416	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., EGC)	135	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	20	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMNAIRES	411	LIN. FT.
709	GALVANIZED STEEL CONDUIT (1.25")	20	LIN. FT.
710	NON-METALLIC CONDUIT (1.25")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (3")	389	LIN. FT.
SS & 711	CONCRETE PULL BOX (TYPE 2)	2	EACH
SS & 711	CONCRETE PULL BOX (TYPE 2 HD)	4	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (20')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (28')	1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (44'-44')	1	EACH
SP	LUMINAIRE ASSEMBLY	3	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	2	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
SS & 719	THERMOPLASTIC PAVEMENT MARKING WHITE (4")	1980	LIN. FT.
SS & 719	THERMOPLASTIC PAVEMENT MARKING WHITE (12")	513	LIN. FT.
SS & 719	THERMOPLASTIC PAVEMENT MARKING YELLOW (4")	6045	LIN. FT.
SS & 719	THERMOPLASTIC PAVEMENT MARKING (WORDS)	8	EACH
SS & 719	THERMOPLASTIC PAVEMENT MARKING (ARROWS)	8	EACH
SS & 719	THERMOPLASTIC PAVEMENT MARKING (SHARED LANE MARKING)	10	EACH
721	RAISED PAVEMENT MARKERS (TYPE II)	81	EACH
SP	18" STREET NAME SIGN	3	EACH
SP & 733	VIDEO DETECTOR (CLR)	6	EACH
733	VIDEO CABLE	720	LIN. FT.
733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	4	EACH
SP & 733	VIDEO EDGE CARD EXTENDER	1	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	EACH
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-ROADWAY	8	CU. YD.
802	CLASS S CONCRETE-ROADWAY	10.71	CU. YD.
SS & 804	REINFORCING STEEL-ROADWAY (GRADE 60)	1256	POUND

REVISIONS

[illegible]

SUMMARY OF QUANTITIES AND REVISIONS

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				6	ARK.			
						JOB NO. 040581	32	106

2 SIGNALIZATION PLAN SHEET

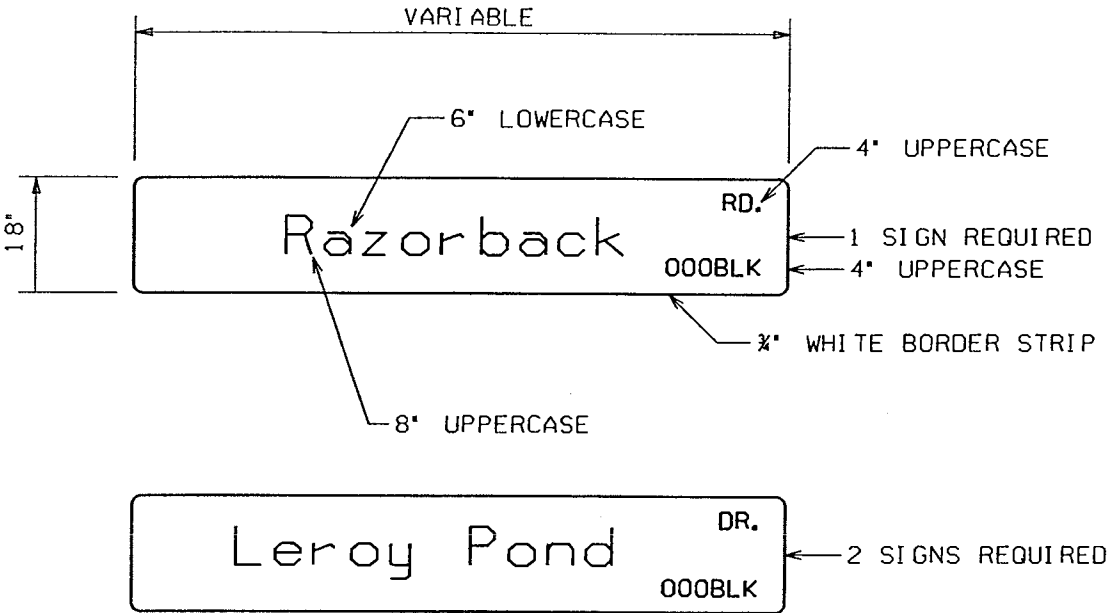


1-14-14

TRAFFIC SIGNAL QUANTITIES

ITEM NO.	ITEM	QUANTITY	UNIT
SP&701	SYSTEM LOCAL CONTROLLER TS 2 - TYPE 2 (8 PHASE)	1	EACH
SP&706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	6	EACH
SP&706	TRAFFIC SIGNAL HEAD, LED, (4 SECTION, 1 WAY)	1	EACH
SP&707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	4	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	1194	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	59	LIN. FT.
708	TRAFFIC SIGNAL CABLE (12C/14 A.W.G.)	245	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	125	LIN. FT.
709	GALVANIZED STEEL CONDUIT (1.25")	20	LIN. FT.
710	NON-METALLIC CONDUIT (1.25")	20	LIN. FT.
710	NON-METALLIC CONDUIT (2")	20	LIN. FT.
710	NON-METALLIC CONDUIT (3")	389	LIN. FT.
SS&711	CONCRETE PULL BOX (TYPE 2 HD)	4	EACH
SS&711	CONCRETE PULL BOX (TYPE 2)	2	EACH
SS&714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (20')	1	EACH
SS&714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (28')	1	EACH
SS&714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (44'-44')	1	EACH
SS&715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	2	EACH
733	VIDEO CABLE	720	LIN. FT.
SP&733	VIDEO DETECTOR (CLR)	6	EACH
SP&733	VIDEO EDGE CARD EXTENDER	1	EACH
733	VIDEO MONITOR (CLR)	1	EACH
SP&733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	4	EACH
SP&733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	EACH
SP	ANTENNA CABLE (TYPE 6)	70	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	411	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., EGC)	416	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., EGC)	135	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	20	LIN. FT.
SP	LOCAL RADIO WITH ANTENNA	1	EACH
SP	LUMINAIRE ASSEMBLY	3	EACH
SP	18" STREET NAME SIGN	3	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH

* QUANTITIES INCLUDE ONE SPARE VIDEO DETECTOR AND ONE SPARE VIDEO PROCESSOR.



NOTES:
1. REFLECTIVE SHEETING SHALL COMPLY WITH ASTM 4956 TYPE 8 OR 9 REFLECTIVE SHEETING. SHEETING AND LEGEND SHALL BE APPLIED IN SUCH A MANNER TO PROVIDE WRINKLE AND BUBBLE FREE SURFACES. APPLICATION OF SHEETING IS CAUSE FOR REJECTION OF MATERIALS DUE TO WORKMANSHIP.

2. ALUMINUM SIGN BLANK SHALL BE ALLOY 6061-T6 OR 5052-H38. THE ALUMINUM SIGN SHALL ALSO BE ANODIZED. THE ALUMINUM SHEETING SHALL BE 0.100 INCH NOMINAL THICKNESS AND OF THE SIZE SHOWN WITH 1.5" CORNER RADIUS. PRIOR TO FABRICATION OF THE SIGNS, THE LAYOUT SHALL FIRST BE APPROVED BY AN AGENT OF THE CITY.

3. WHEN CROSSROAD HAS TWO NAMES, THE SIGN FOR THE CROSSROAD TO THE LEFT MAY BE INSTALLED ON THE BACKSIDE OF THE MAST ARM OF THE NEAR SIDE LEFT POLE. SEE STD. DETAIL SHEET FOR MORE INFORMATION FOR MOUNTING ON MAST ARM ASSEMBLY.

4. THE CLEARVIEW 5-W-R FONT SHALL BE USED FOR ALL LETTERS.

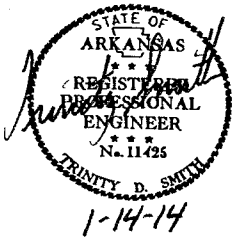
LOCATION: HWY. 112 (RAZORBACK RD.) / LEROY POND DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: GWE

TRAFFIC SIGNAL NOTES:

- 1. PERFORM ELECTRICAL WORK IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NFPA 70 (2014) NATIONAL ELECTRICAL CODE, NFPA 101(2012) LIFE SAFETY CODE, STATE ELECTRICAL CODE AND LOCAL ELECTRICAL CODE.
- 2. EXTEND GREEN EQUIPMENT GROUNDING CONDUCTOR (EGC) FROM GROUND BAR AT MAIN BREAKER TO CONTROL PANEL AND TO FIRST POLE, SOLIDLY BOND EGC TO GROUND LUG OF CONTROL CABINET AND TO POLE GROUND, ENSURE THAT ONLY ONE NEUTRAL-TO-GROUND BOND EXISTS IN THE SYSTEM AND THAT IT IS AT THE MAIN BREAKER.
- 3. ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY TO A SERVICE POLE WITH EXTERNAL RAIN TIGHT BREAKER (MAIN BREAKER), GALVANIZED STEEL SERVICE RISER, METER LOOP (IF REQUIRED), AND WEATHERHEAD AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. IF THE SERVICE POINT IS OVER 10 FEET FROM THE CONTROLLER, THE CONTRACTOR SHALL PROVIDE AND INSTALL A SEPARATE TWO CIRCUIT EXTERNAL BREAKER (SECONDARY BREAKER) ON OR NEAR THE TRAFFIC SIGNAL CONTROLLER CABINET AND SHALL INSTALL CONDUIT, ELECTRICAL SERVICE WIRE (2c/*6 USE RATED, WITH GROUND TYPICAL), AND PERFORM WIRING TO TAP INTO THE CITY'S MAIN BREAKER AS PART OF THIS CONTRACT. CONDUIT IS PAID FOR AS A SEPARATE ITEM OF THIS CONTRACT. TWO CIRCUIT BREAKERS, CONSIDERED SUBSIDIARY TO THE CONTROL EQUIPMENT WHERE STREET LIGHTING IS INCLUDED, AS PART OF THE SIGNAL INSTALLATION, STREET LIGHTING CIRCUIT (2c/*12 AWG UF RATED, TYPICAL) SHALL BE KEPT FROM THE CIRCUIT SERVING THE TRAFFIC SIGNAL CONTROL EQUIPMENT FROM THE POINT OF TIE-IN AT THE SECONDARY BREAKER PROVIDED BY THE CONTRACTOR.
- 4. CONTRACTOR SHALL CONNECT A SEPARATE NEUTRAL FOR EACH LOAD SWITCH REPRESENTED ON EACH SIGNAL POLE.
- 5. TRAFFIC CONTROLLER CABINET SHALL HAVE 16 LOAD BAYS AND LAYOUT SHALL BE SUCH THAT IT IS NOT NECESSARY TO SHUT DOWN POWER OR REMOVE LOAD SWITCHES IN ORDER TO EASILY TEST OR MODIFY DETECTOR INPUTS TO THE CONTROLLER.
- 6. CONTROLLER CABINET SHALL BE WIRED SUCH THAT DURING FLASH OPERATIONS POWER TO THE LOAD SWITCHES CANNOT BACKFEED TO LOAD SWITCH POWER BUSS.
- 7. ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE ARKANSAS HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARDS AND DETAILS, AND WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITIONS.
- 8. CONDUIT INSTALLED UNDER ROADWAY SURFACES SHALL BE INSTALLED BY PUSHING OR BORING METHODS. IF THE ENGINEER DETERMINES THIS IS NOT FEASIBLE, THEN A TRENCHING METHOD MAY BE USED.
- 9. TRAFFIC SIGNAL POLES SHALL BE GALVANIZED. BACKPLATES SHALL BE SUPPLIED FOR ALL SIGNAL HEADS.
- 10. PAVEMENT MARKING SHOWN FOR REFERENCE ONLY. SEE PAVEMENT MARKING PLAN SHEETS.
- 11. FOUNDATION FOR ALL POLES SHALL BE EXTENDED IF NECESSARY TO ACCOMMODATE THE REQUIREMENTS FOR SIGNAL HEAD CLEARANCE ABOVE ROADWAY ONLY AT LOCATIONS WHERE THE GROUND ELEVATION AT THE POLE IS BELOW THE ELEVATION OF THE ROADWAY (SEE NOTES ON SPECIAL DETAILS). PAYMENT WILL BE INCLUDED IN SECTION 714, AHTD STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
- 12. ALL BOXES SHALL BE (TYPE 2 HD) UNLESS OTHERWISE INDICATED. ALL CONDUIT SHALL BE 3" DIAMETER UNLESS SPECIFIED ON PLANS.
- 13. CONTRACTOR SHALL NOTIFY ALL EXISTING UTILITY OWNERS BEFORE BEGINNING WORK ON THIS PROJECT.
- 14. LUMINAIRE ASSEMBLIES SHALL BE OF THE FULL CUTOFF TYPE.
- 15. HARDWARE INPUTS MAY BE DETERMINED BY SUPPLIER. EACH DETECTOR OUTPUT SHALL INPUT THE CONTROLLER THROUGH A SEPARATE INPUT UNLESS OTHERWISE NOTED AND BE PROGRAMMED TO ACTUATE THE ASSOCIATED PHASE. COMBINATION (COMB.) DETECTORS SHALL ALSO BE PROGRAMMED TO PROVIDE VEHICLE COUNT/OCCUPANCY DATA.
- 16. THE LOCAL RADIO WITH ANTENNA SHALL BE COMPATIBLE WITH THE EXISTING CLOSED LOOP COORDINATION SYSTEM IN THE CITY. THE EXISTING SYSTEM CONSISTS OF A PEEK CLOSED LOOP TRAFFIC CONTROL SYSTEM WITH COMMUNICATIONS UTILIZING A MDS 9710 FIXED FREQUENCY RADIOS.
- 17. TO DETERMINE UTILITY CLEARANCES ABOVE THE TRAFFIC SIGNAL POLE, REFER TO THE POLE SCHEDULE FOR VERTICAL SHAFT HEIGHT. WHERE THE POLE SCHEDULE INDICATES THAT A LUMINAIRE ARM WILL BE USED, 38 FEET SHOULD BE USED TO DETERMINE UTILITY CLEARANCE ABOVE THE LUMINAIRE ARM. WHERE THE POLE SCHEDULE INDICATES A TRAFFIC SIGNAL POLE WITHOUT A LUMINAIRE ARM, A HEIGHT OF 21' SHOULD BE USED TO DETERMINE UTILITY CLEARANCE ABOVE THE TRAFFIC SIGNAL MAST ARM. AN ADDITIONAL 6 FEET SHOULD BE USED DIRECTLY ABOVE "VIDEO DETECTOR" AT LOCATIONS SHOWN ON THE SIGNAL PLANS.
- 18. THE DESIRABLE MINIMUM DISTANCE FROM THE FACE OF ROADWAY CURB OR SHOULDER EDGE TO THE FACE OF NON-BREAKAWAY POLE OR OBSTRUCTION IS 6 FEET. REFER TO TRAFFIC SIGNAL PLANS FOR SPECIFIC LOCATION OF POLES, CONTROLLER AND ANY OTHER NON-BREAKAWAY OBSTRUCTIONS. REFER TO "DESIGN PARAMETERS, MINIMUM CLEAR ZONE DISTANCE" FOR MINIMUM DISTANCE FROM THE EDGE OF TRAVELED WAY TO THE FACE OF A NON-BREAKAWAY POLE OR OBSTRUCTION. TRAFFIC SIGNAL POLES OR ANY OTHER NON-BREAKAWAY OBSTRUCTION SHALL NOT BE INSTALLED WITHIN THE CLEAR ZONE.
- 19. AS DETERMINED BY THE ENGINEER, FOUNDATION EMBEDMENT MAY BE DECREASED BY A MAXIMUM OF TWO FEET IF COMPETENT ROCK IS ENCOUNTERED PRIOR TO ACHIEVING PLAN EMBEDMENT AND AT LEAST HALF OF THE REMAINING PLAN EMBEDMENT LENGTH IS KEYED INTO COMPETENT ROCK.
- 20. CONNECTION OF TRAFFIC SIGNAL DISPLAY TO FIELD WIRING SHALL UTILIZE AN APPROVED TERMINAL STRIP BEHIND HAND-HOLE COVER AT BASE OF POLE. TERMINAL STRIP SHALL PROVIDE PROTECTION TO PREVENT EXPOSURE TO THE PUBLIC IN THE EVENT THAT POLE COVER IS MISSING. PAYMENT FOR TERMINAL STRIPS SHALL BE INCLUDED IN ITEM 714-TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION.
- 21. CONTROLLER CABINET LAYOUT AND ORIENTATION SHALL CONFORM TO ISMA STANDARDS.
- 22. ONE VIDEO PROGRAMMING MODULE SHALL BE PROVIDED FOR AIMING AND SETUP OF DETECTORS IF THE VIDEO SYSTEM CANNOT BE ADJUSTED THROUGH HARDWARE AND SOFTWARE PROVIDED BY ITEMS WITHIN THE JOB.
- 23. TRAFFIC SIGNAL CONTRACTOR MUST NOTIFY RESIDENT ENGINEER OR ASSIGNED DEPARTMENT PROJECT INSPECTOR EACH DAY PRIOR TO SIGNAL RELATED WORK. NO WORK ON TRAFFIC SIGNALS WILL BE ALLOWED OR APPROVED WITHOUT THIS PRIOR NOTIFICATION.
- 24. ALL STEEL POLES SHALL BE DESIGNED TO MEET THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4TH EDITION (2001) WITH 2003 AND 2006 INTERIMS.

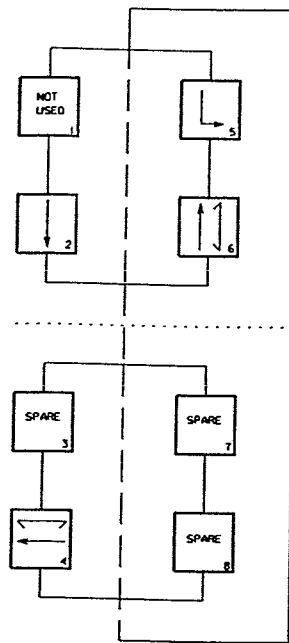
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		040581	33	106

2 SIGNALIZATION PLAN SHEET

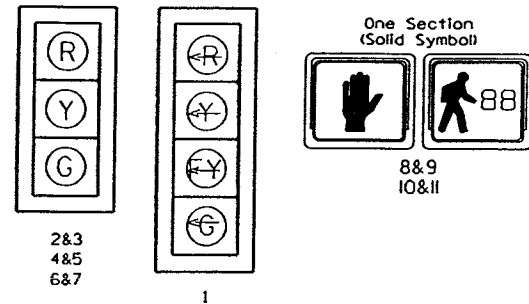


LOCATION: HWY. 112 (RAZORBACK RD.) / LEROY POND DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: GWE

PHASING DIAGRAM



SIGNAL FACES



- NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
 2. REFER TO SPECIAL PROVISIONS FOR DETAILS ON NEW REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS

DESIGN PARAMETERS

POSTED SPEED LIMIT:
35 MPH NORTH AND SOUTH APPROACH
25 MPH EAST APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO EXISTING INTERCONNECTIONS
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

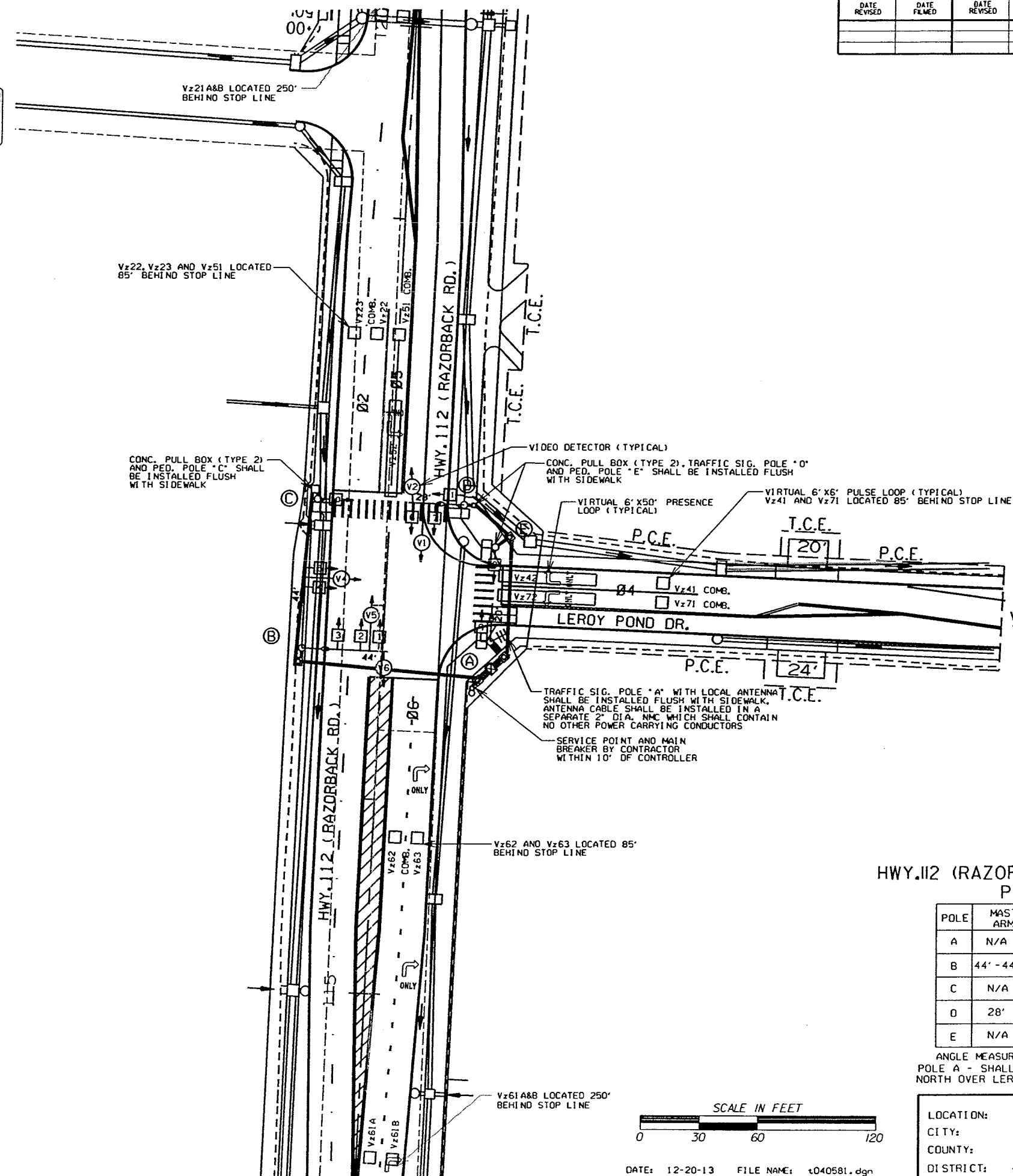
LOCATION OF STOP LINES
SHOWN ON PAVEMENT MARKING PLAN.
SEE SEPARATE SHEET.

MINIMUM CLEAR ZONE DISTANCE
CONTROLLER -1.5 FEET FROM HWY. 112
POLE A - 1.5 FEET FROM HWY. 112
POLE B - 1.5 FEET FROM HWY. 112
POLE C - 1.5 FEET FROM HWY. 112
POLE D - 1.5 FEET FROM HWY. 112
POLE E - 1.5 FEET FROM HWY. 112

INTERVAL CHART

SIGNAL FACES	HWY. 112/LEROY POND DR.	FLASH SEQ.
1	2+5 CLR. 2+6 CLR. 4 CLR.	
2&3	G .. G .. R R	R
4&5	R R R R G ..	R
6&7	R R G .. R R	R
8&9	DW DW W FDW DW DW	BLK
10&11	DW DW DW DW W FDW	BLK

- DENOTES GREEN OR YELLOW ARROW DEPENDING ON NEXT PHASE
- .. DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE
- ... DENOTES FLASHING YELLOW ARROW OR YELLOW ARROW DEPENDING ON NEXT PHASE



HWY. 112 (RAZORBACK RD.)/LEROY POND DR. POLE DIMENSIONS

POLE	MAST ARM	MAST ARM ANGLE	VERT. SHAFT	LUM. ARM	LUM. ANGLE
A	N/A	270°	35'	10'	270°
B	44' - 44'	90° - 180°	35'	10'	180°
C	N/A	N/A	15'	N/A	N/A
D	28'	180°	35'	10'	180°
E	N/A	N/A	15'	N/A	N/A

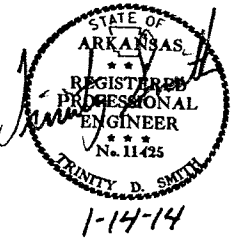
ANGLE MEASURED CLOCKWISE FROM HAND HOLE.
POLE A - SHALL BE DESIGNED FOR A 26' MAST ARM EXTENDING NORTH OVER LEROY POND DR. TO BE INSTALLED IN THE FUTURE.

LOCATION: HWY. 112 (RAZORBACK RD.)/LEROY POND DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: 1" = 60' DRAWN BY: GWE

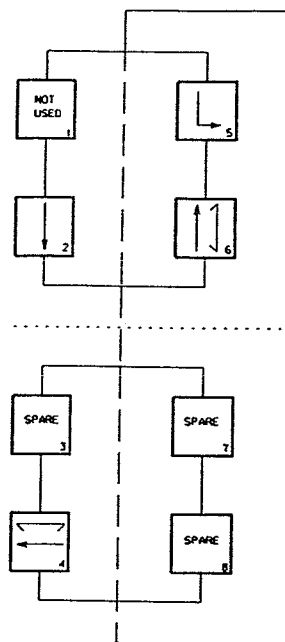
SCALE IN FEET
0 30 60 120
DATE: 12-20-13 FILE NAME: t040581.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. DIST. NO.	STATE	FED. AND PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	040581		34	106

2 SIGNALIZATION PLAN SHEET

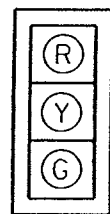


PHASING DIAGRAM

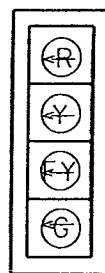


SIGNAL FACES

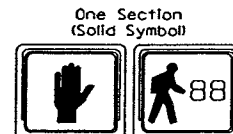
12" LENSES



2&3
4&5
6&7



1



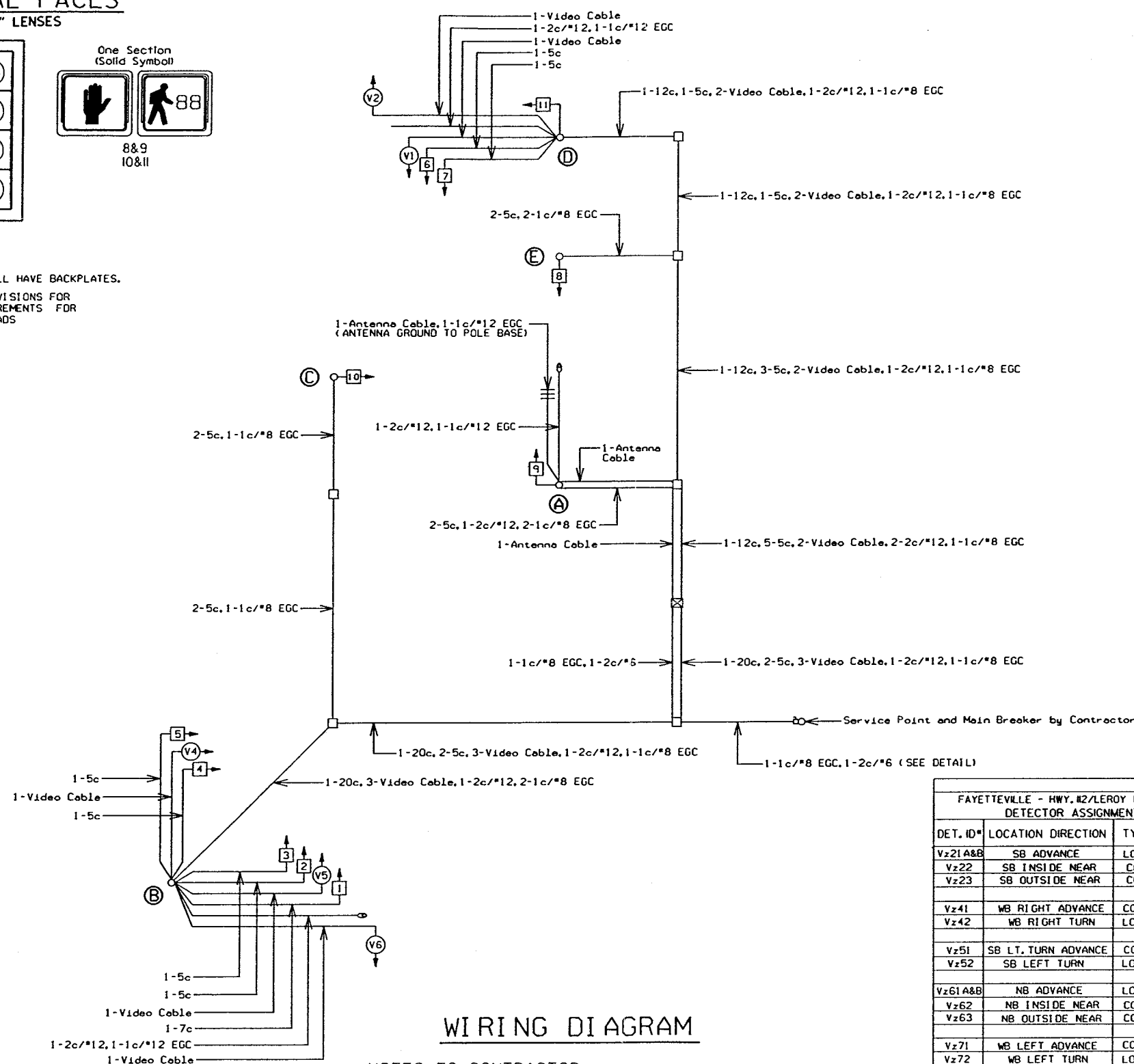
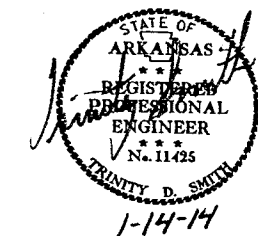
One Section
(Solid Symbol)

8&9
10&11

- NOTES:
1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
 2. REFER TO SPECIAL PROVISIONS FOR DETAILS ON NEW REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.	040581		36	106

2 SIGNALIZATION PLAN SHEET



WIRING DIAGRAM

NOTES TO CONTRACTOR:

1. ONE SEPARATE 1-5c IS RUN TO EACH POLE FOR THE PEDESTRIAN PUSH BUTTON.
2. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.
3. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

INTERVAL CHART

SIGNAL FACES	HWY. 112/LEROY POND DR.	FLASH SEQ.
1	2+5 CLR. 2+6 CLR. 4 CLR.	
2&3	G . FY . . R R	R
4&5	R R R R G . .	R
6&7	R R G . . R R	R
8&9	DW DW W FDW DW DW	BLK
10&11	DW DW DW DW W FDW	BLK

- DENOTES GREEN OR YELLOW ARROW DEPENDING ON NEXT PHASE
- DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE
- DENOTES FLASHING YELLOW ARROW OR YELLOW ARROW DEPENDING ON NEXT PHASE

SYSTEM DESCRIPTION: JOB 040581											COMMENTS	TUBE LENGTH
FAYETTEVILLE - HWY. 112/LEROY POND DR. DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENTS					
DET. ID#	LOCATION	DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP. CHN. #	CON. INP. #	PHS	SYSTEM DET. #	MASTER SYSTEM DETECTOR NUMBERS		
Vz21A&B	SB ADVANCE		LOCAL			1	V2	2			CAMERA V2	74"
Vz22	SB INSIDE NEAR		COMB.			2	V10	2	2		CAMERA V5	23"
Vz23	SB OUTSIDE NEAR		COMB.			3	V11	2	3		CAMERA V5	23"
Vz41	WB RIGHT ADVANCE		COMB.			11	V12	4	4		CAMERA V4	23"
Vz42	WB RIGHT TURN		LOCAL			12	V4	4			CAMERA V4	23"
Vz51	SB LT. TURN ADVANCE		COMB.			5	V13	5	5		CAMERA V5	23"
Vz52	SB LEFT TURN		LOCAL			6	V5	5			CAMERA V5	23"
Vz61A&B	NB ADVANCE		LOCAL			13	V6	6			CAMERA V6	74"
Vz62	NB INSIDE NEAR		COMB.			14	V14	6	6		CAMERA V1	23"
Vz63	NB OUTSIDE NEAR		COMB.			15	V16	6	8		CAMERA V1	23"
Vz71	WB LEFT ADVANCE		COMB.			9	V15	4	7		CAMERA V4	23"
Vz72	WB LEFT TURN		LOCAL			10	V7	4			CAMERA V4	23"
PB4A&B	LEROY POND DR.		PED.					4				
PB6A&B	HWY. 112 N. LEG		PED.					6				
SPARE 4, 7, 8&16												

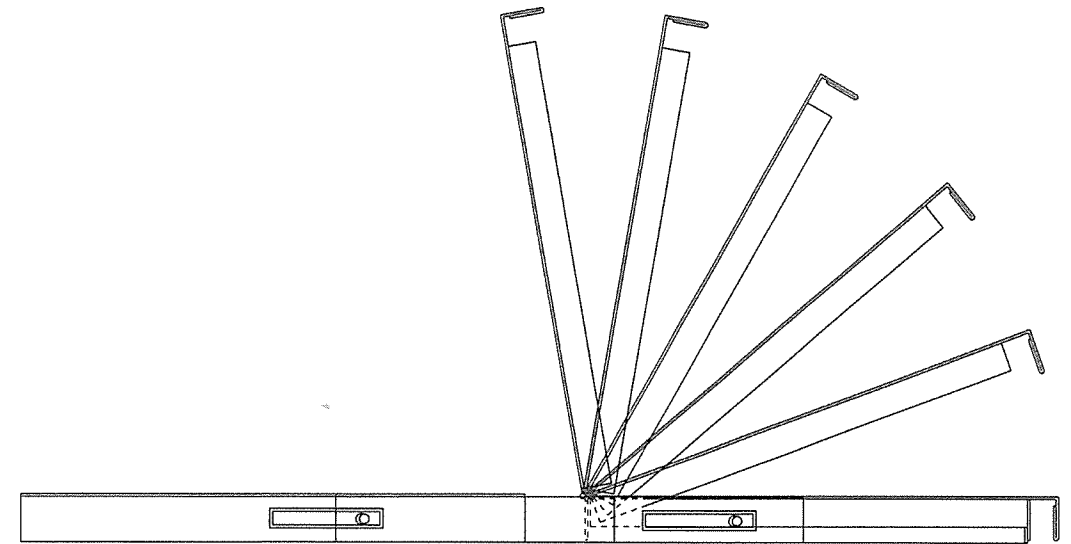
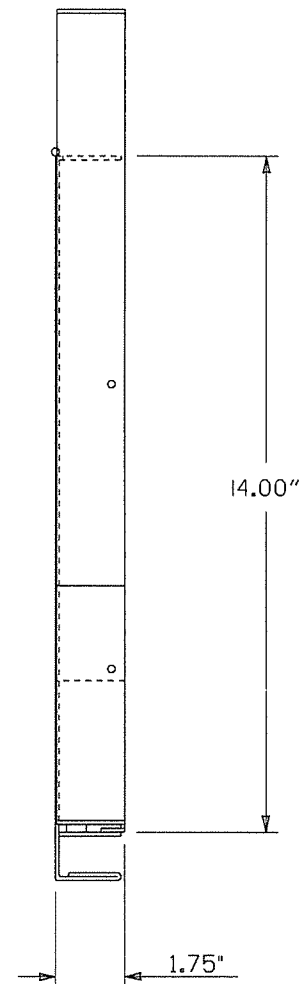
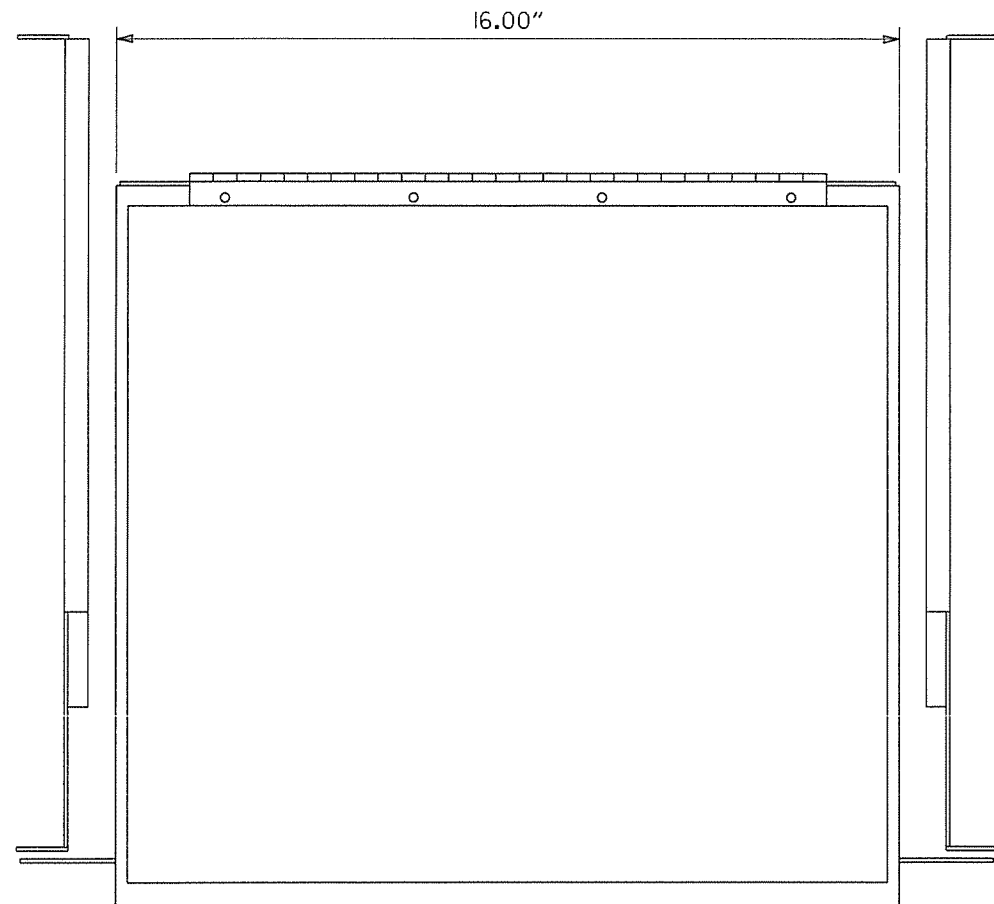
CONTROLLER INPUT ABBREVIATIONS:
V = VEHICLE INPUT
D = SYSTEM OR AUXILIARY INPUT
P = PEDESTRIAN INPUT

NOTE: "AMP CHN" REFERS TO THE DETECTOR RACK OUTPUT POSITION.
THIS IS WIRED TO CONTROLLER INPUT DETECTOR NUMBER WHICH IS PROGRAMMED TO ACTUATE THE DESIGNATED PHASE.

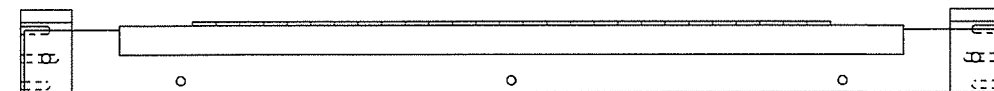
LOCATION: HWY. 112 (RAZORBACK RD.)/LEROY POND DR.
CITY: FAYETTEVILLE
COUNTY: WASHINGTON
DISTRICT: 4 SCALE: N/A DRAWN BY: GWE

DATE: 12-20-13 FILE NAME: t040581.dgn

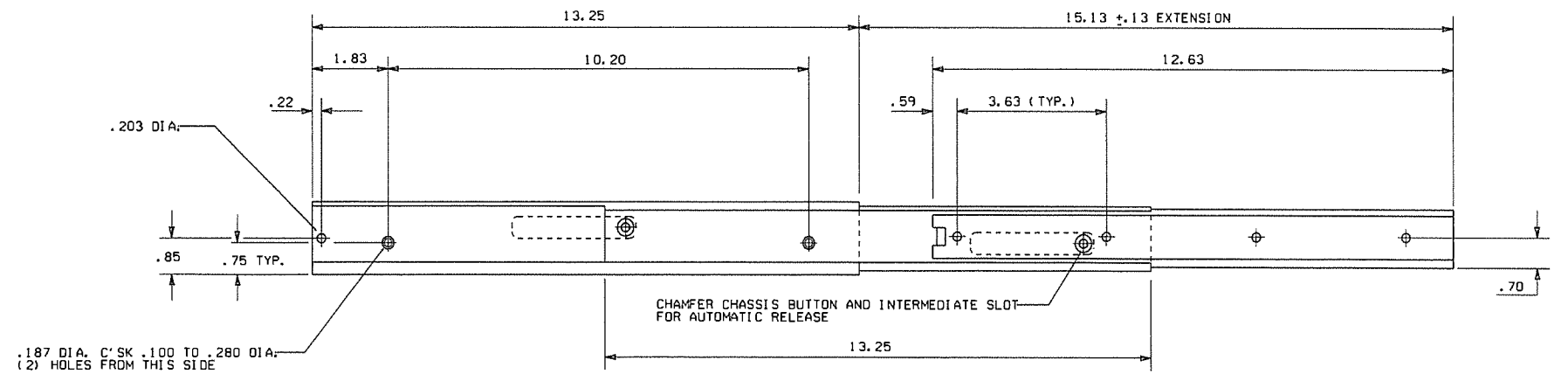
DRAWER PLAN VIEW



- NOTES:
 1. RIGHT HAND SLIDE SHOWN, LEFT SLIDE OPPOSITE.
 2. GENERAL DEVICES (CC3002-99-0102) OR EQUAL AND CONTAINS (1) RIGHT HAND SLIDE ASSEMBLY, (1) LEFT HAND SLIDE ASSEMBLY.
 3. ALL HARDWARE NECESSARY TO FASTEN SLIDE ASSEMBLY TO UNDERSIDE OF CONTROLLER SHELF SHALL BE INCLUDED.



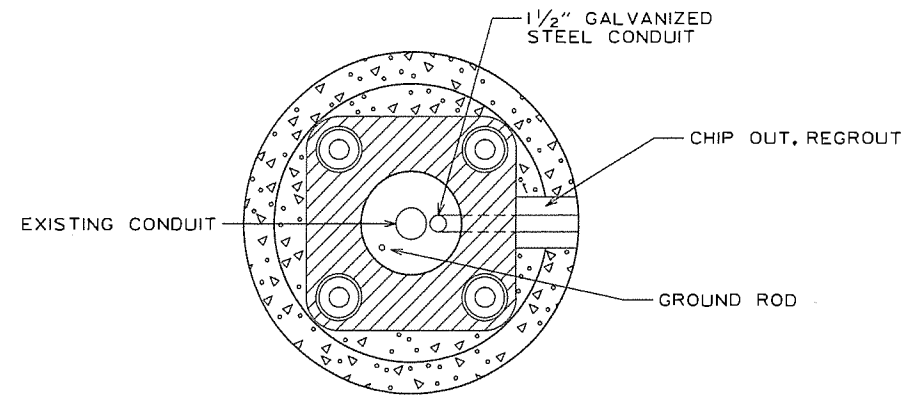
FRONT VIEW



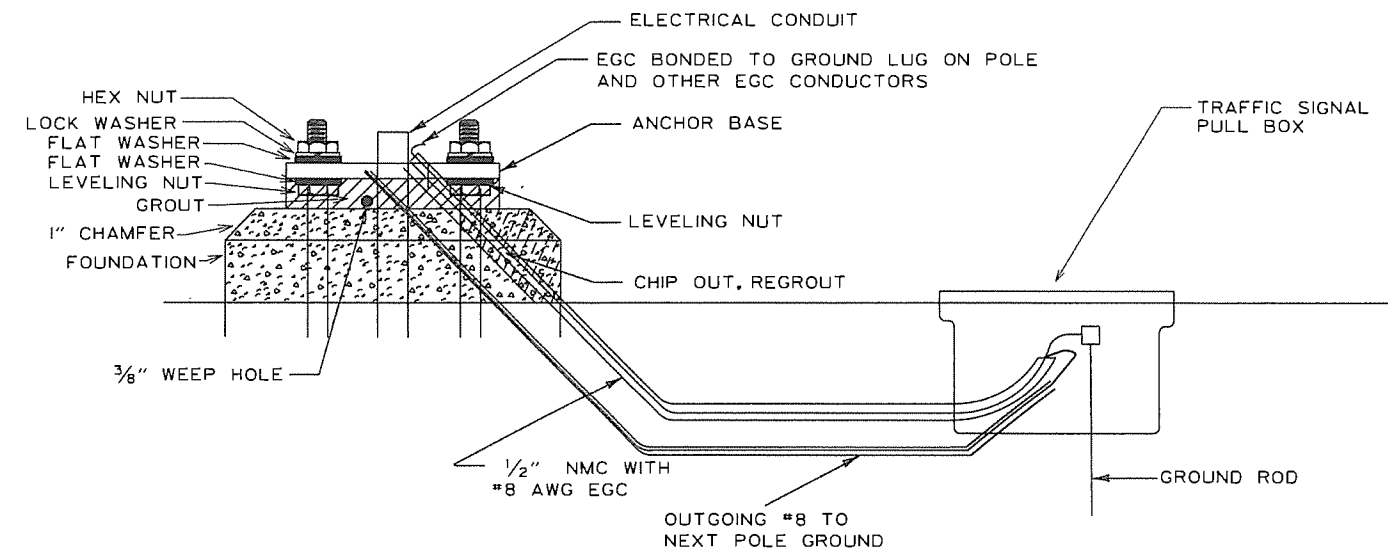
RIGHT SIDE ASSEMBLY

			ARKANSAS STATE HIGHWAY COMMISSION
			CONTROLLER CABINET UTILITY DRAWER
9-12-13	ISSUED AS STANDARD DRAWING		STANDARD DRAWING SD-5
6-15-05	ISSUED		
DATE	REVISION	DATE FILED	

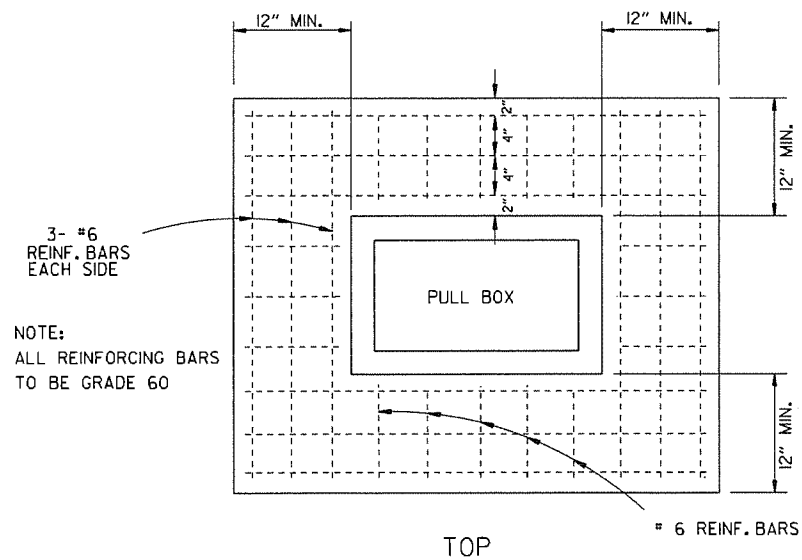
CONDUIT ENTRY TO EXISTING POLE BASE



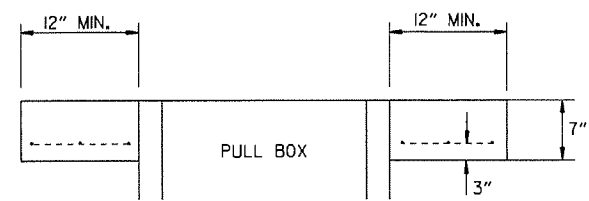
ANCHOR BASE



CONDUIT ENTRY TO EXISTING CONTROLLER CABINET

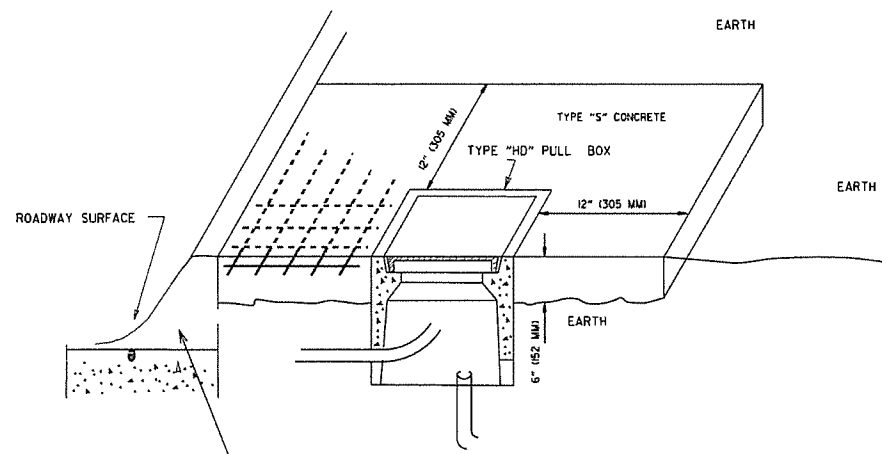


NOTE:
ALL REINFORCING BARS
TO BE GRADE 60



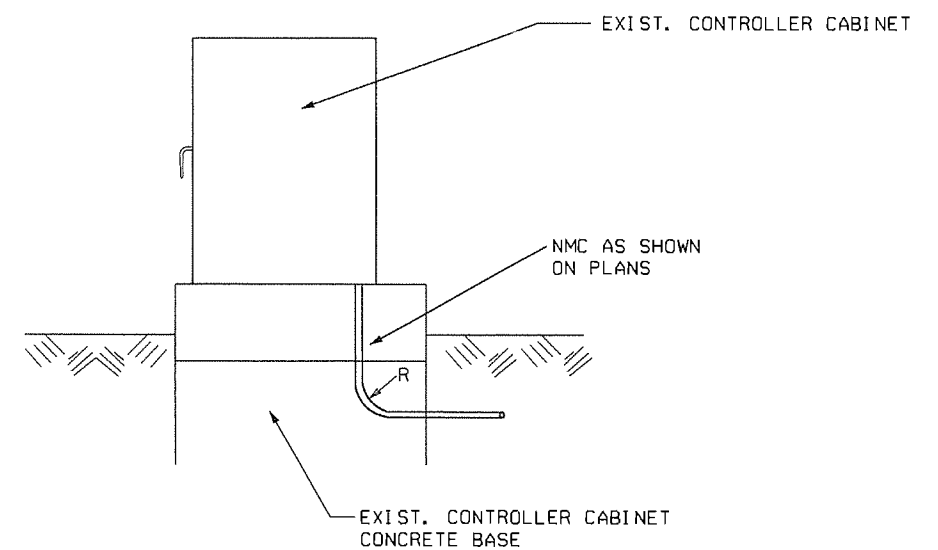
ELEVATION

TYPE "HD" CONCRETE PULL BOX DETAIL



2" CLEAR FROM TOP (TOLERANCE +/- 0.5 ")

NOTE: ALL TYPE 1 AND TYPE 2 HD PULL BOXES ARE INSTALLED WITH AN APRON OF CONCRETE 12" (305 MM) WIDE AND 6" (152 MM) IN DEPTH. ALL PAYMENT SHALL BE INCLUDED IN THE PRICE OF THE TYPE HD PULL BOX. PULL BOX SHALL BE INSTALLED FLUSH TO SURROUNDING GRADE UNLESS OTHERWISE INSTRUCTED BY THE ENGINEER. THE CONCRETE SHALL BE CLASS "S." THREE #6 REINFORCING BARS IN THE APRON ON ALL SIDES OF THE PULL BOX IS REQUIRED IN CONCRETE.

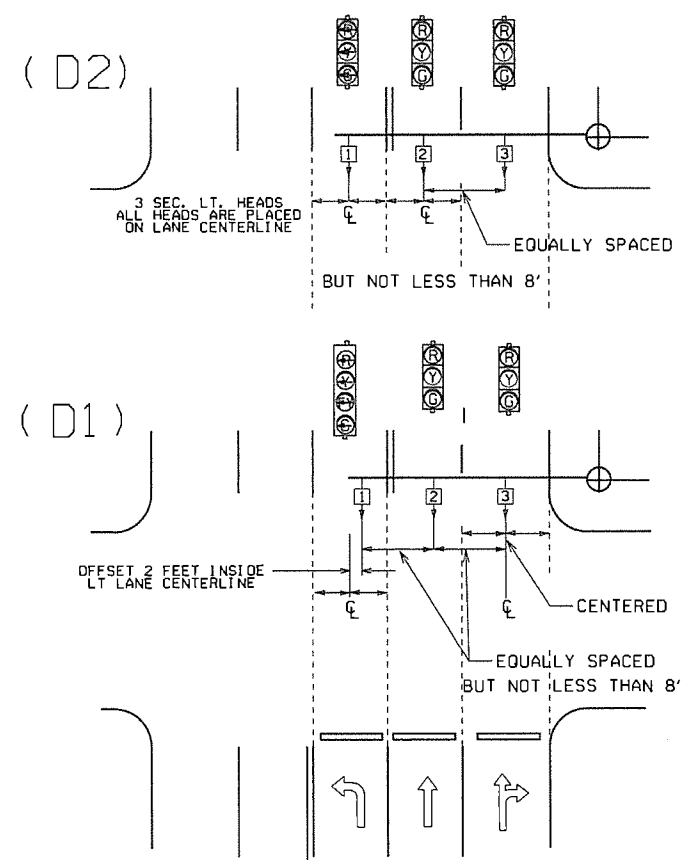
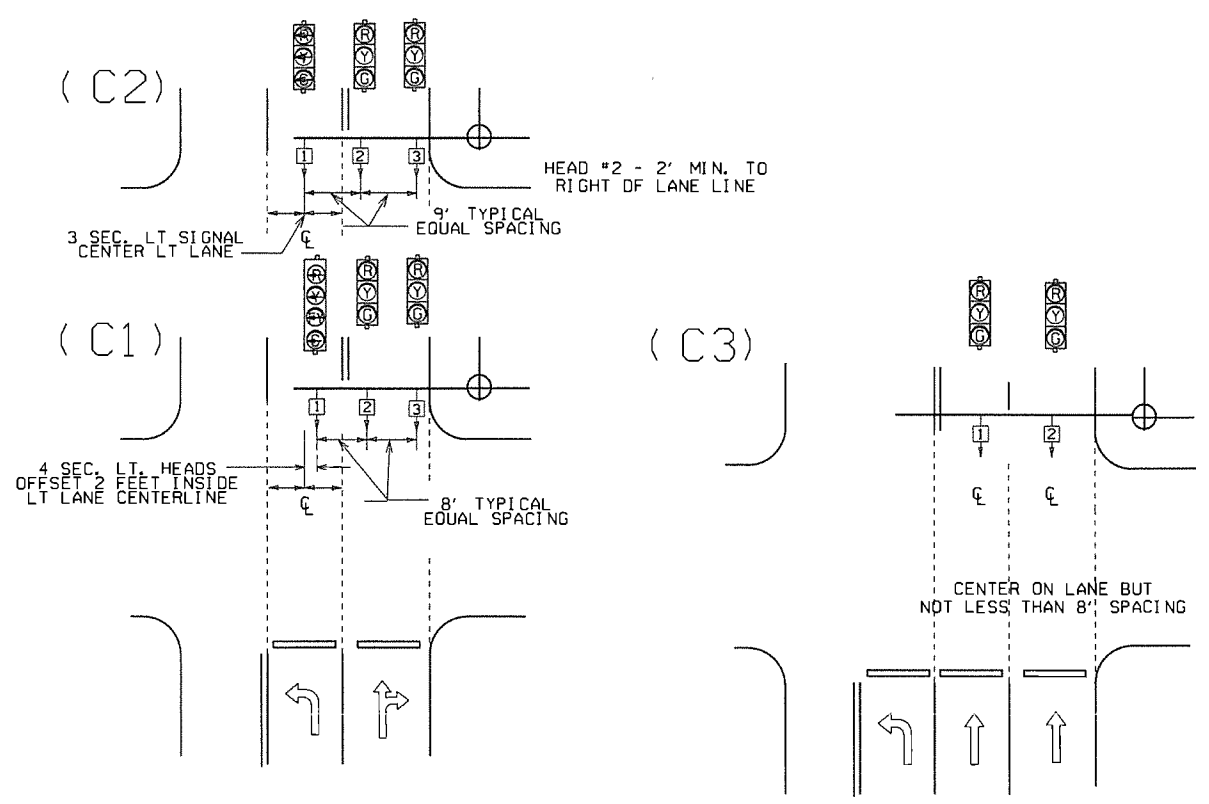
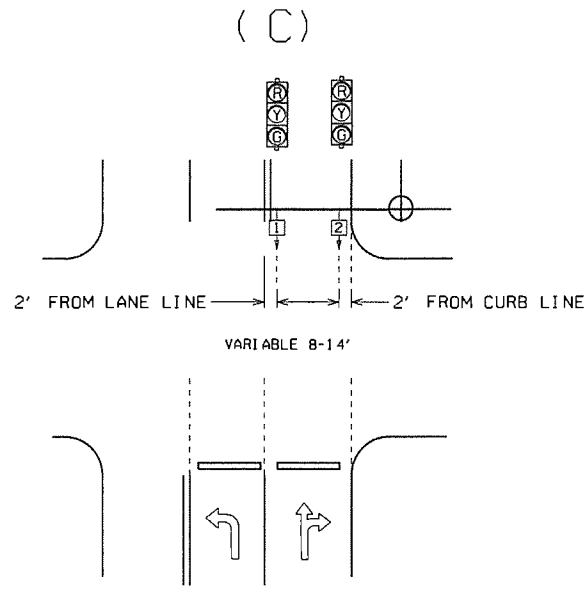
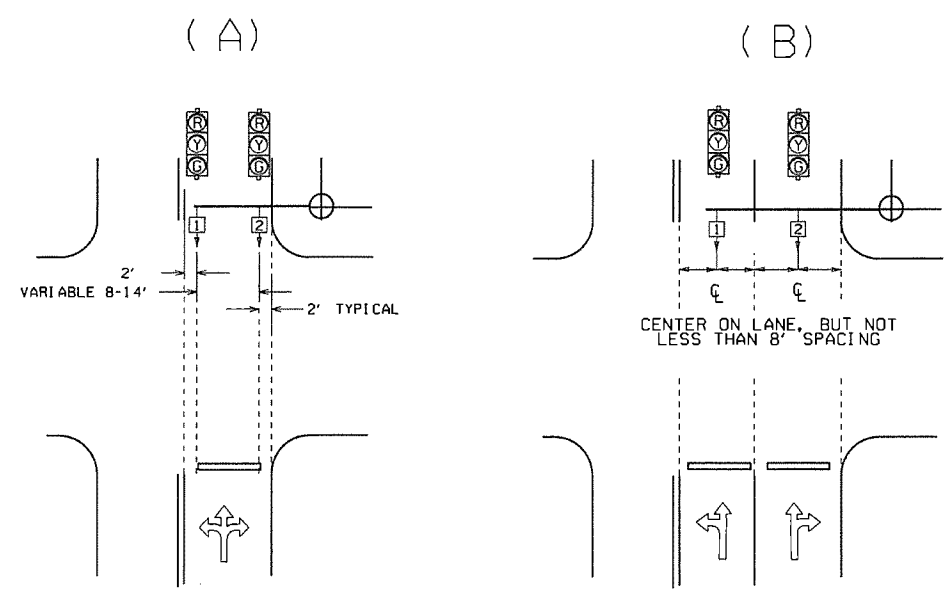


9-12-13	ISSUED AS STANDARD DRAWING	
5-21-09	REVISED GROUNDING	
7-31-08	ADDED & REVISED CONDUIT ENTRY	
6-23-04	REVISED CLEARANCE AT CURB ENTRY	
1-4-02	ADDED REINFORCING TO BOX APRON	
7-2-01	REVISED	
12-27-99	REVISED NOTES	
11-18-98	ISSUED	
DATE	REVISION	DATE FILM

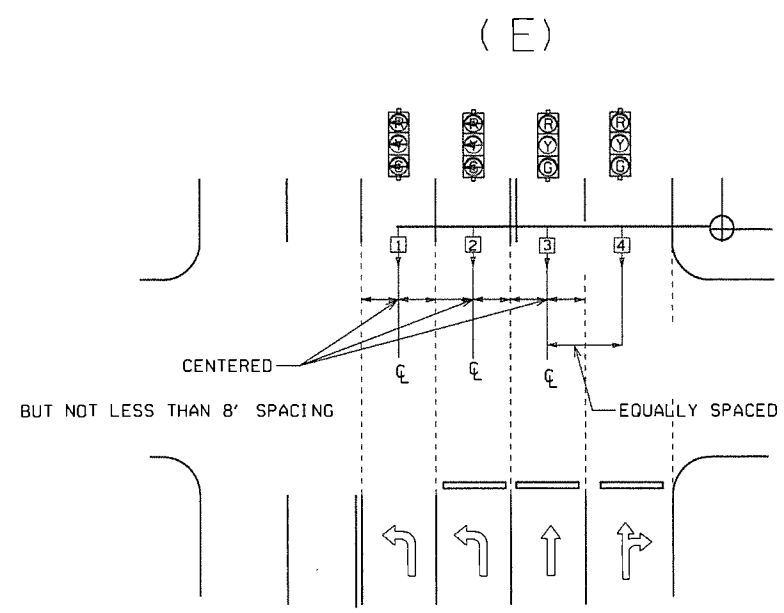
ARKANSAS STATE HIGHWAY COMMISSION

HEAVY DUTY PULL BOX

STANDARD DRAWING SD-6



NOTE: WHERE LEFT TURN HEAD (HEAD 1 ON D1 AND D2) IS NOT CALLED FOR ON PLANS, MAST ARM LENGTH MAY STILL BE ALLOWED FOR FUTURE INSTALLATION. HEADS FOR THROUGH MOVEMENTS SHALL STILL BE ALIGNED WITH THROUGH LANES AS SHOWN ON DETAILS.



GENERAL NOTES:

1. FOUR SECTION "PROTECTED/PERMISSIVE" LEFT TURN HEADS SHOULD BE PLACED A MINIMUM OF TWO (2') FEET TO THE RIGHT OF THE CENTERLINE OF THE APPROACHING LEFT TURN LANE.
2. THREE SECTION "PROTECTED" LEFT TURN HEADS SHOULD BE PLACED ON THE CENTERLINE OF THE APPROACHING LEFT TURN LANE.
3. WHEN IT IS NECESSARY TO PLACE POLES OTHER THAN AS SHOWN ON PLAN SHEET(S) RESULTING IN MAST ARM EXTENDING MORE THAN TWO FEET PAST (TO THE LEFT OF) THE CENTERLINE OF THE APPROACHING LEFT TURN LANE, MAST ARM SHALL BE CUT TO APPROPRIATE LENGTH AS DETERMINED BY THE ENGINEER, AND A NEW END CAP PROVIDED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THIS PRIOR TO INSTALLING THE MAST ARM IF ADDITIONAL COMPENSATION IS REQUIRED.
4. SIGNAL HEAD SPACING SHALL, IN NO CASE, BE LESS THAN EIGHT (8') FEET BETWEEN HEADS ON CENTER, MEASURED HORIZONTALLY PERPENDICULAR TO THE APPROACH.
5. ALL SIGNAL HEADS SHOWN ON THIS DETAIL SHEET SHALL BE LOCATED ACCORDING TO THE DIMENSIONS SHOWN IN RELATION TO THE APPROACH SIDE OF THE INTERSECTION.
6. MAXIMUM MOUNTING HEIGHT OF SIGNAL FACES LOCATED BETWEEN 40 FEET AND 53 FEET FROM STOP BAR SHALL BE IN ACCORDANCE WITH FIGURE 4D-1 OF 2009 MUTCD.

CL = CENTER OF LANE FROM APPROACH SIDE

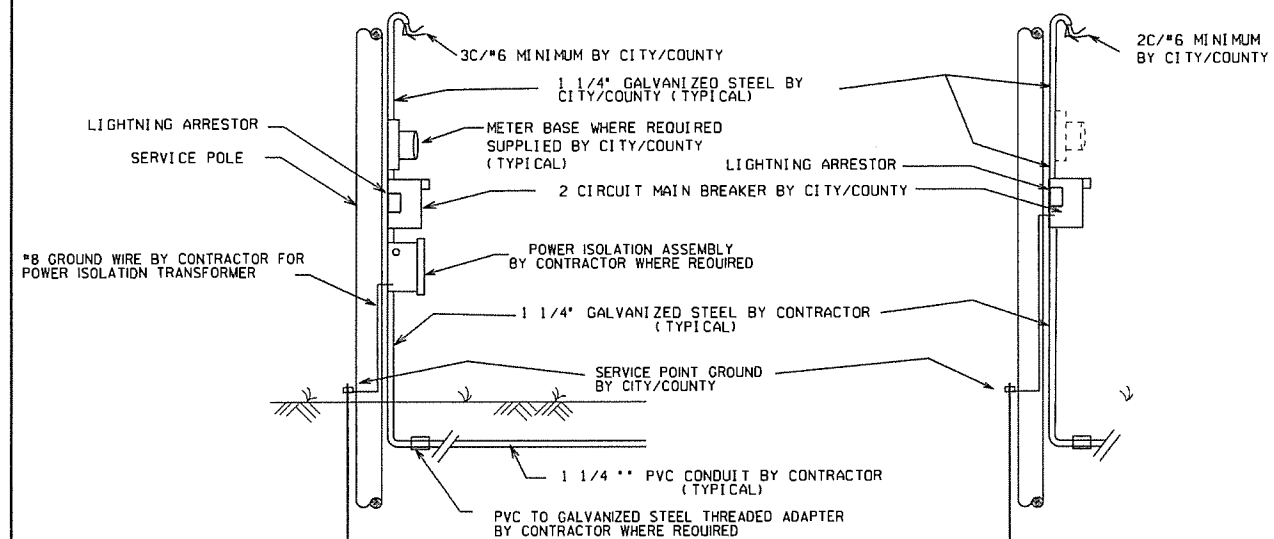
ARKANSAS STATE HIGHWAY COMMISSION		
9-12-13	ISSUED AS STANDARD DRAWING	SIGNAL HEAD PLACEMENT
3-11-10	2009 MUTCD	
12-9-99	ISSUED	
DATE	REVISION	DATE FILM
STANDARD DRAWING SD-8		

MAIN BREAKER NOT NEAR CONTROLLER CABINET SECONDARY REQUIRED

56

WITH POWER ISOLATION ASSEMBLY

WITHOUT POWER ISOLATION ASSEMBLY



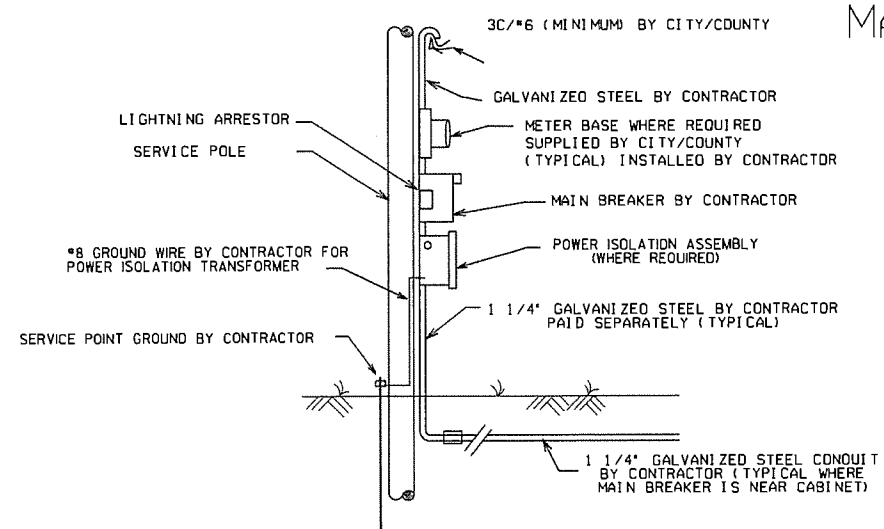
NOTES TO CONTRACTOR AND AGENCY RESPONSIBLE FOR MAINTENANCE OF THE INTERSECTION (CITY/COUNTY)

ELECTRICAL SERVICE TYPICALLY FALLS INTO TWO CATEGORIES: MAIN BREAKER NEAR CONTROLLER CABINET; AND MAIN BREAKER NOT NEAR CONTROLLER CABINET. THE CONTRACTOR'S AND THE CITY'S OR COUNTY'S RESPONSIBILITY VARIES ACCORDINGLY AS INDICATED ON THESE DETAILS.

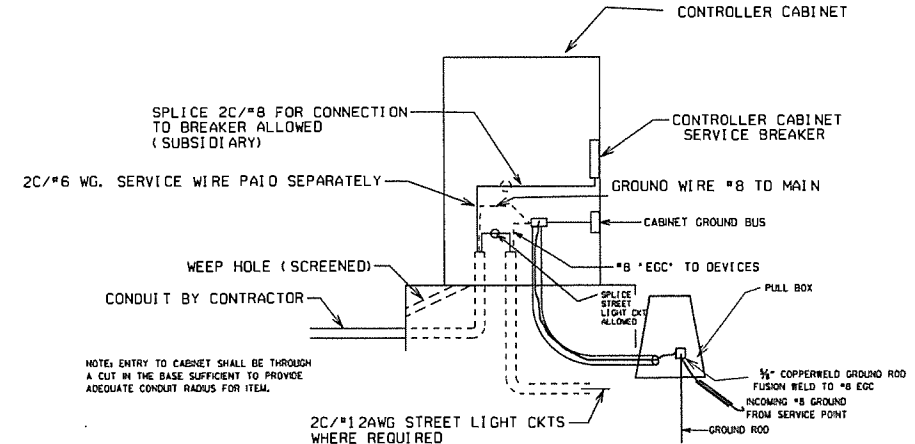
1. ALL SITUATIONS: ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE WITH EXTERNAL RAIN TIGHT BREAKER (MAIN BREAKER) AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. SERVICE POINT INCLUDES GALVANIZED STEEL CONDUIT TO A POINT 18" BELOW GROUND LINE, TWO CIRCUIT MAIN BREAKER, LIGHTNING ARRESTOR, POWER ISOLATION ASSEMBLY WHERE REQUIRED, METER LOOP IF REQUIRED BY LOCAL UTILITY, ELECTRICAL CONDUCTORS AND WEATHERHEAD. WHERE STREET LIGHTING IS INCLUDED AS PART OF SIGNAL INSTALLATION, STREET LIGHTING CIRCUIT (2C/#12 AWG UF RATED, TYPICAL) SHALL BE KEPT SEPARATE FROM THE CIRCUIT SERVING TRAFFIC SIGNAL. SERVICE WIRE AND WIRING FROM THE CONTROLLER TO MAIN BREAKER IS PROVIDED BY THE CONTRACTOR AS A PART OF THIS CONTRACT. WIRE AND WIRING FROM MAIN BREAKER, AND CONNECTION TO THE UTILITY IS THE RESPONSIBILITY OF THE CITY/COUNTY.

2. MAIN BREAKER NOT NEAR CONTROLLER CABINET: THE MAIN BREAKER ASSEMBLY, GALVANIZED STEEL CONDUIT, WEATHERHEAD AND WIRE ABOVE MAIN BREAKER AND CONNECTION TO THE UTILITY SHALL BE PROVIDED BY CITY/COUNTY. CONTRACTOR SHALL PROVIDE AS PART OF CONTRACT SECONDARY BREAKER, CONDUIT, WIRE AND WIRING TO THE MAIN BREAKER.

3. MAIN BREAKER NEAR CONTROLLER CABINET: ALL COMPONENTS OF THE SERVICE POINT WITH THE EXCEPTION OF THE WIRE AND WIRING ABOVE THE MAIN BREAKER IS FURNISHED AND INSTALLED BY THE CONTRACTOR. WIRING FROM MAIN BREAKER INCLUDING CONNECTION TO THE UTILITY, IS THE RESPONSIBILITY OF THE CITY/COUNTY. IF METER LOOP IS REQUIRED, METER BASE AND HARDWARE IS PROVIDED BY THE CITY/COUNTY AND INSTALLED BY THE CONTRACTOR.

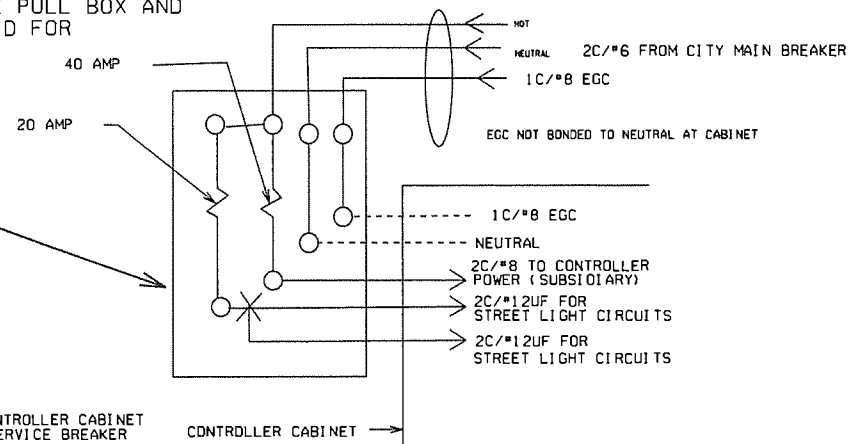
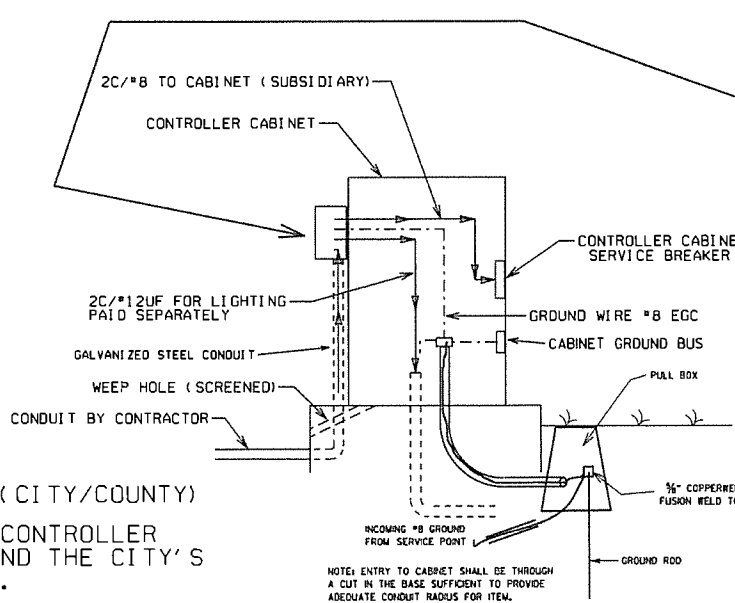


MAIN BREAKER NEAR CONTROLLER CABINET SECONDARY NOT REQUIRED



GROUND ROD-A 10' X 3/4" GROUND ROD SHALL BE INSTALLED IN THE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND 1/2" NMC SHALL BE INCLUDED IN ITEM 701. THE PULL BOX AND CONDUCTOR BOX SHALL BE PAID FOR SEPARATELY.

SECONDARY BREAKER BY CONTRACTOR (SUBSIDIARY)

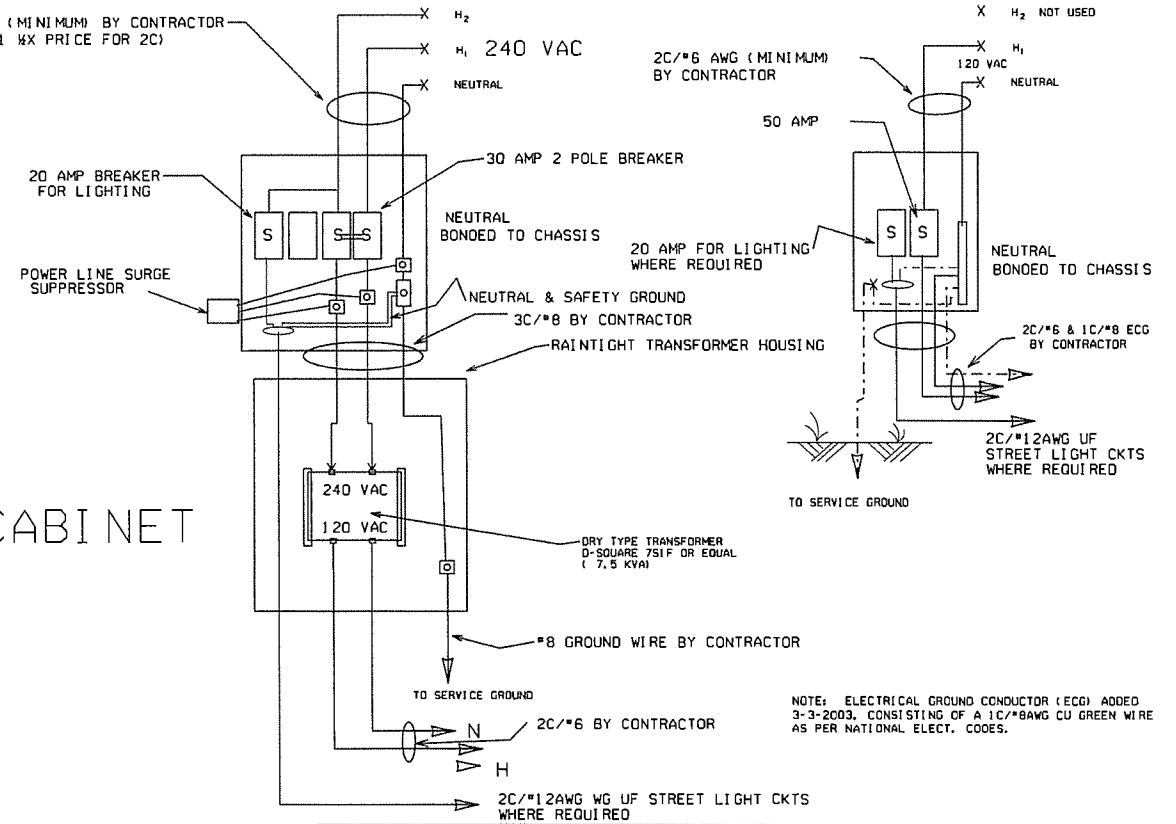


MAIN BREAKER WIRING (TYPICAL)

SERVICE GROUND IS TYPICALLY TIED TO NEUTRAL AT THE MAIN BREAKER. AS SUCH, CONTROLLER GROUND IS NOT TIED TO NEUTRAL AT SECONDARY BREAKER OR IN CONTROLLER CABINET.

WITH POWER ISOLATION ASSEMBLY
4 CIRCUIT MAIN BREAKER

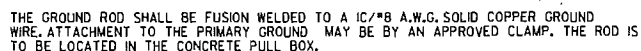
WITHOUT POWER ISOLATION ASSEMBLY
2 CIRCUIT MAIN BREAKER



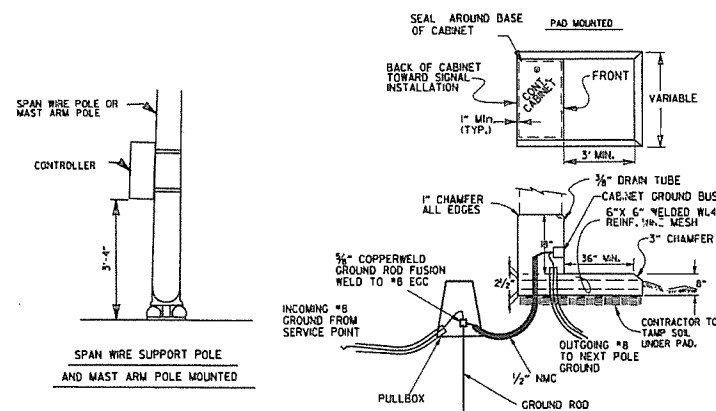
DATE	REVISION	DATE	FILM
9-12-13	ISSUED AS STANDARD DRAWING		
4-18-13	ADDED LIGHTNING ARRESTOR		
5-21-09	REVISED GROUNDING		
7-31-08	REVISED GROUNDING		
3-3-03	ADDED EGC NOTE		
9-26-01	REVISED		
12-27-99	REVISED		
7-28-99	REVISED		
2-5-99	ISSUED		

ARKANSAS STATE HIGHWAY COMMISSION
SERVICE POINT
STANDARD DRAWING SD-9

7. NUT COVERS - EACH POLE SHALL INCLUDE A BOLT DOWN NUT COVER FOR EACH ANCHOR BOLT.



ARM LENGTH	FDN. DIAMETER	DEPTH ' L' *	STEEL		
			VERT.	HORZ.	O/C.
PED	30"	7' -0"	12-#7 (6'-6")	10-#4	8.44'
2' to 12'	30"	10' -6"	12-#7 (10'-0")	15-#4	8.42'
over 12' to 20'	30"	11' -6"	12-#7 (11'-0")	16-#4	8.66'
over 20' to 35'	36"	12' -6"	13-#8 (12'-0")	17-#4	8.88'
over 35' to 50'	36"	13' -6"	13-#8 (13'-0")	19-#4	8.56'
over 50' to 72'	42"	14' -6"	18-#8 (14'-0")	20-#4	8.74'
Twins to 20'	30"	16' -0"	12-#6 (15'-6")	22-#4	8.76'
Twins over 20' to 44'	36"	16' -0"	13-#8 (15'-6")	22-#4	8.76'
Twins over 44' to 50'	42"	16' -0"	18-#8 (15'-6")	22-#4	8.76'
Twins over 50' to 72'	42"	16' -6"	18-#8 (16'-0")	23-#4	8.64'



9. POLE BASE/FOUNDATION - ANCHOR BOLTS SHALL INCLUDE AS A MINIMUM, ONE LEVELING NUT, TWO FLAT WASHERS, ONE LOCK WASHER, AND ONE HEX. NUT. PERIMETER OF ANCHOR BASE SHALL BE GROUTED WITH A 1/4" WEEP HOLE. ALL CONCRETE SHALL BE CLASS "S" OR GREATER.

SPECIAL NOTE: 90 MPH WIND ZONE DESIGN, SEE
NOTE 3. MINIMUM STRUCTURAL REQUIREMENTS.

11. PEDESTRIAN PHASES - PEDESTRIAN MOVEMENTS SHALL BE PUSH BUTTON ACTUATED AND CONCURRENTLY TIMED, UNLESS OTHERWISE INDICATED ON THE PLAN SHEET(S). FURNISHING AND INSTALLING PED PUSH SWITCH SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM PEDESTRIAN SIGNAL HEAD.

9-12-13	ISSUED AS STANDARD DRAWING	
7-21-11	REVISED VMD, SIGNAL HEADS	
5-21-09	REVISED GROUNDING	
7-3-08	REVISED GROUNDING	
4-25-08	ADDED VIBRA TORY MITIGATION DEVICE & NOTES	
4-18-08	REVISED AASHTO NOTES	
4-17-08	REVISED TO 2001 AASHTO STANDARDS	
10-12-04	REVISED CABINET ORIENTATION	
6-23-04	REVISED	
5-14-04	REV. NOTE 3/AASHTO REQUIREMENTS	
6-1-01	REV. NOTES & POLE MAST ARM SLOPE	
4-14-01	REVISED 3/1 TAPERS	
4-23-00	REV. NOTES & SIGNAL HEAD PLACEMENT	
1-22-99	REVISED FOUNDATION DETAILS	
11-17-98	REVISED DETAILS AND NOTES	
11-26-95	ISSUED	
DATE	REVISION	DATE FILED

STANDARD DRAWING SD-11